

Memorial Garden, Lincoln's Journey of Remembrance, The Lincoln Home National Historic site, and the city of Lincoln. In addition, The U.S. Mint will introduce four newly-designed Lincoln pennies throughout 2009, the first being released on his birthday. A Lincoln commemorative silver dollar will also be released later this year.

We have come a long way since the Lincoln days, but we still have a long way to go. The bicentennial of Abraham Lincoln is a great time to honor his legacy, as well as re-examine the American Dream and what it means to be an American today. It is a time of opportunity to bring together a divided nation in order to work together to fulfill Lincoln's goal of finding unity in our diversity. With a newly-elected President who shares many of the same ideals as Lincoln, there is not a better time to start this transformation, create change, and finish the work that we started so long ago. President Obama, similar to Lincoln, faces many great challenges ahead, but with hard work, dedication and determination these challenges we shall too, overcome.

HONORING THE LOUISIANA  
HONORAIR VETERANS

**HON. JOHN FLEMING**

OF LOUISIANA

IN THE HOUSE OF REPRESENTATIVES

*Monday, April 27, 2009*

Mr. FLEMING. Madam Speaker, I rise today to recognize and honor a very special group from Northwest Louisiana.

On April 11, 2009 a group of 104 veterans and their guardians flew to Washington with a very special program. Louisiana HonorAir is providing the opportunity for these Louisiana veterans to visit Washington, DC on a chartered flight, free of charge. For many, this will be the first and only opportunity to visit the memorials created in their honor. These brave men and women, from my home state of Louisiana, deserve the thanks of a grateful nation for everything they have sacrificed for our freedom.

Today I ask my colleagues to join me in honoring these great Americans and thank them for their unselfish service.

Maurice E. Alston, Sr., Albert S. Austin, Norman W. Bale, Kenneth R. Barns, Paul Bauer, James W. Beck, Wayne Belshe, Clyde W. Benson, Chet J. Boudreaux, Wilfred Boullion, William E. Brashear, William O. Budwah, Pleasant Nathaniel Burns, James L. Bush, James H. Butler, William T. Cagle, Richard H. Canterbury, Lamore J. Carter, William H. Carter, Lundy E. Cavender, Marcus R. Chapman, Jr., Allen G. Clements, William Y. Cobb, Rollin H. Cochran, Addison A. Daigle, Arthur J. DeLaune, Jr., Steven L. dePyssler, Homer C. Doty, Jr., James C. Epps, Clyde Lee Estes, Jesse Fenton, Carl D. Ferguson, Jr., Joe E. Floyd, Frank H. Ford, Jr., Lucian W. Furr, William Gately, Ellsworth Gauntz, Jack E. Giles, Wesley D. Glassell, Hersey Goodwin, James B. Grant, James D. Guffey, Ralph A. Hair, Adron W. Hallman, John E. Hamburn, John W. Hamilton, Jesse W. Hammett, Raymond E. Harper, Harold B. Hayden, John Allen Head, Raymond L. Heck, James A. Holdcroft, William J. Hood, Verle L. Hulse, John B. Humphrey, Robert P. Hunter, Richard L. Ingram, Taylor P. Isom, Dewey W. Jenkins, Sr., Edwin

E. Jones, George V. Keith, Charles M. Kendrick, James F. King, Stanley F. Kolniak, John J. Langdon, Powell A. Layton, Harry A. Lazarus, Jr., Darion D. Leach, Rosa R. LeJeune, Sam F. Loeb, George A. Love, Charles W. Luther, Joseph F. Lytle, Joseph A. Malec, Floyd L. Marlatt, Joseph A. Marsala, Frank H. McArdle, Jefferson P. McBride, Jr., Joe H. McDaniel, William R. McDaniel, Sam W. McDonald, John Ivy Miles, Mitchell S. Miletello, Jesse W. Moore, Jr., Calvin W. Morgan, Franklin P. Moritz, Alfred J. Procell, John H. Pruett, Jr., Kearney L. Pruett, Earl L. Raley, Robert V. Rayner, Robert Bruce Rivet, Thomas O. Roberts, Billy B. Robertson, James E. Robison, Mike Romanos, Charles H. Rose, Jr., Gerald J. Roussel, E.H. Scoggins, James E. Still, Charles W. Tebow, Ralph D. Tinsley, Loyd H. Wilkins, and Lawrence R. Yeager.

WE MUST ENSURE SAFE ROADS  
AND BRIDGES!

**HON. BOB FILNER**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Monday, April 27, 2009*

Mr. FILNER. Madam Speaker, I rise today to introduce the Safety, Efficiency and Accountability in Transportation Projects through Public Inspection Act of 2009 (H.R. 2104).

This bill would require public employees to perform the inspection and related essential public functions on all state and local transportation projects. My bill is intended to ensure that public safety is protected, transportation funds are not wasted and projects are delivered in a timely manner.

On transportation projects, the construction inspector is the eyes, ears and voice of the public. Inspectors ensure that construction and seismic standards are met, that projects meet safety requirements and that the materials used will stand the test of time. In short, inspectors are there to ensure that the motoring public gets what they pay for and public safety and the public interest are protected.

When the construction inspection function is outsourced to a private company, there is no longer a representative of the public on the job site. In this circumstance, one private company is charged with the task of inspecting the work of another private company. This creates multiple conflicts for the private inspector. First, the private inspectors' primary obligation and responsibility is not to the public, but to the success and profitability of his company. Because the private construction company whose work they are inspecting on one project may be a business partner on a future project, private inspectors may also feel pressure from the private contractor to take steps that ensure larger profits for both firms. I am concerned that these conflicts have led private inspectors to cut corners and overlook problems that threaten public safety, increase costs and delay projects.

There are many examples in which public safety has been threatened by the use of private inspectors, including Boston's "Big Dig" (where a concrete slab from a tunnel ceiling fell and killed a woman), the L.A. Redline subway (Hollywood Blvd. collapsed), the 8-805 Interchange in San Diego (10,000 defective welds on a seismic retrofit), the Connecticut I-84 project (hundreds of drains that lead nowhere).

Contracting out public inspection work also does not save money! Defective work requires extensive repairs, and inevitably, the taxpayer gets stuck with the bill. Comparative studies have also found that contracting-out engineering, design, and inspection costs more than to do this work in-house, and none of these studies found that consultant engineers were less expensive. Factors that contribute to consultants' excessive costs include the lack of competitive bidding, cost-plus provisions in contracts, salary differentials between the private and public sectors, profit margins of from 10 percent to 15 percent, and additional costs connected with selecting and supervising consultants.

Failure to have public construction inspectors has also delayed projects in the past and will undoubtedly do so in the future. One such example is the privately inspected \$12 million carpool bridge connecting the San Diego (405) and the Costa Mesa (55) Freeways. The project was to have been completed in April 2003. However, work was halted in August 2002 when chunks of concrete were falling from the structure and many cracks were noticed. Contractor and private inspector errors were later discovered and the carpool ramp did not open until January 2005.

The Public and the federal government understand what's at stake. In a 2006 California public opinion poll, 71% of those surveyed said they want state engineers to inspect the construction of state highways; and 20% found private firms acceptable for the task. David M. Walker, the Comptroller General of the United States, said in a recent interview: "There's something civil servants have that the private sector doesn't, and that is the duty of loyalty to the greater good—the duty of loyalty to the collective best interest of all rather than the interest of a few. Companies have duties of loyalty to their shareholders, not to the country."

SENATE COMMITTEE MEETINGS

Title IV of Senate Resolution 4, agreed to by the Senate on February 4, 1977, calls for establishment of a system for a computerized schedule of all meetings and hearings of Senate committees, subcommittees, joint committees, and committees of conference. This title requires all such committees to notify the Office of the Senate Daily Digest—designated by the Rules Committee—of the time, place, and purpose of the meetings, when scheduled, and any cancellations or changes in the meetings as they occur.

As an additional procedure along with the computerization of this information, the Office of the Senate Daily Digest will prepare this information for printing in the Extensions of Remarks section of the CONGRESSIONAL RECORD on Monday and Wednesday of each week.

Meetings scheduled for Tuesday, April 28, 2009 may be found in the Daily Digest of today's RECORD.

MEETINGS SCHEDULED

APRIL 29

9:30 a.m.

Foreign Relations

To hold hearings to examine the nominations of Johnnie Carson, of Illinois, to